

GO-AS-YOU-PLEASE IS THE "L" RULE.

Manhattan Company Has No
System for Controlling
Its Engines.

A Wave of the Hand or a Shout Sup-
posed to Tell the Train Men
What They Are to Do.

INVESTIGATING SATURDAY'S SMASH.

Remarkable State of Affairs Disclosed.
The Engineer and Train Dispatcher
Blame Each Other—Both
Make Statements.

Investigation to fix the blame for the en-
do-to-end collision on the "L" has resulted
in some startling disclosures, showing
strange lack of system in operating the
road. The Manhattan Elevated Railway
Company has been running trains, both
regular and extra, without written orders
to engineers or conductors—a disregard of
essential principles in railroad not tol-
erated even on second-class surface lines.
The corporation has, moreover, been sav-
ing money by compelling its operators to
serve also as ticket sellers and station
agents.

The light engine which ran head-on into
the fast "Shoppers' Express" at the Lion
Park curve was permitted to run on the
wrong track for two miles and a half
without warning being given by any one.
There were operators at Sixty-sixth,
Seventy-second, Eighty-first, Ninety-third

and One Hundred and Fourth street sta-
tions. Each of these men was in a position
to avert a disaster fraught with awful
possibilities of death, but none of them
did it. They were all busy selling tickets,
and could not even see the engine as it
passed. They did not know it was on the
wrong track.

The engineer on the "light" locomotive
drove ahead in absolute unconscious-
ness that he was wrong. He had been
given a verbal order of a sign by a
train dispatcher a block away and thought
he had been told to take the middle track.
On almost any other railroad the engineer
would have been given a written order
made in duplicate, such an order as could
not be misunderstood by any person who
could read English. One of the company's
employees, who violated orders and dis-
cussed the accident yesterday, said: "The
only miracle about this collision is that
it has not happened many times before."
If the name of the man who uttered this
sentence were given he might be dis-
charged.

BLAME ENGINEER SCHOEDER.
In the face of these facts, the company's
officials, who are looking into the disaster
and who propose to hold a formal inquiry
as soon as the injured engineers are well
enough to attend, show a disposition to put
all the blame on the shoulders of Engineer
Theodore Schoeder, who was on the light
engine and who was badly injured in the
collision.

Train Dispatcher S. A. Smith is consid-
ered to be possibly partly at fault. As far
as can be learned, not one word has been
said against the superintendent of the line,
or whoever is responsible for the singular

fact that the engine was on the wrong track
for two miles and a half without warn-
ing being given by any one. There were
operators at Sixty-sixth, Seventy-second,
Eighty-first, Ninety-third

they turn out again to the regular outer
downtown track.

Schoeder has an arm broken in two
places and is bruised and cut all over the
face and legs. He forgot his bandages,
however, in telling yesterday how he came
to be on the middle track with his engine
when he ought to have been on the outer
track.

THE ENGINEER'S STORY.
"Train Dispatcher Smith probably has a
family and does not want to lose his job,"
said Schoeder, "but I can say that the
whole truth will be told at the inquiry. All
I can say is that I had orders. We do not
get any written orders. We only get verbal
orders or motions. I got the same order I
get every other day. Every other day when
I get that order I start up the middle track
to One Hundred and Thirty-fifth street. It
was my first Saturday. I got the order and
started. The express was coming down and
we met on the curve where I could not tell
what track it was on when I looked ahead.
I might have been switched out on the
outer track and saved at Sixty-sixth street
and at Eighty-first street. There was a
switchman at Eighty-first street, and all he
had to do was to move a lever, if he had
only been told I was wrong, but there was
no one to tell him."

Train Dispatcher Smith was also seen.
He was not at all willing to take the blame.
"If the engineer says he had orders," re-
marked Smith, "he is wrong. I gave him
no orders to take the middle track. He
took that track without orders. The engi-
neer who had the engine the week before
backed out, as he should have done, and
took the outer track."

NO WRITTEN ORDERS.
"Do you give your orders in writing?"
"No," was the answer, "we just give
verbal orders. In a case like this it is one
man's word against another. If there were
written orders I could prove I did not tell
him to do such a thing as take the middle
track. I knew the Saturday special Sixth
avenue train was coming."
"Why didn't you stop the engine and have
it put on the other track at Sixty-sixth
or Eighty-first?"
"I could have done it if I had only known
he was on the middle track. I did not see
him take that track and had no means of
knowing he was there."

"Do the dispatchers get reports from
operation to show where trains are?"
"No; not usually. The trains run by
schedule. It is impossible for the operators

CONSPIRED TO ROB THE PUBLIC STORES.

Soltan's Arrest Indicates the
Man Had Confederates
in the Scheme.

Secret Service Men Believe
Many Have Been Robbing
the Government.

Rare and Costly Articles Found in
the Elevator Man's Home in
Long Island City.

CLAIMS THEY WERE GIVEN TO HIM.

The Arrested Man's Wife Says Cisco
"Squealed" and That Caused the
Trouble—Others Will Soon Be
in the Toils.

Charles H. Soltan, elevator man in the Appraisers
stores at Washington and Light streets, was arrested
by Secret Service agents Friday afternoon in Long
Island City. A search of his home revealed thousands
of dollars worth of rare porcelain, jars and other
articles that had found their way there from the Public
Stores. Soltan was arrested, admitted to bail and will
be examined in the Long Island City Police Court this
morning. James F. Cisco, foreman of the general and
pocket room at the stores, was arrested by the same
agents Wednesday afternoon. Deputy Collector Wil-
liams found a cup and saucer and other articles in his
pockets. In the Centre Street Police Court Inspector
Turk said the articles found were samples given by him
to Cisco, and he was discharged.

A conspiracy to rob the United States
Appraisers' Stores, deep laid and long pur-
sued successfully, has, the Secret Service
men think, been unearthed by the arrest
of Charles H. Soltan, thirty-eight years
old, an elevator man in the stores at Wash-
ington and Light streets. The efforts of
the Secret Service men have revealed a
part of the conspiracy, and it is believed

Soltan's home Friday, after placing him
under arrest at Miller's Hotel, they looked
about the place, and, as McDonald ex-
presses it, felt like "bulls in a china shop."
They were almost afraid to move about
for fear of breaking something, so they
set to work carefully to pack up the rich
find in barrels and boxes.

The articles were fifty-three china dishes,
twelve plates, two jades, three sugar-
bowls, three dozen cups, two dozen sauc-
ers, 109 plates, seven pitchers, eleven
Japanese ornaments, twenty glasses, one
cut-glass inkstand, one soap tureen, nine
fruit knives, one piece of headwork, twelve
religious ornaments, one basket, sixteen
pieces of fur and sealskin, three pieces of
statuary, two images, one powder box, and
miscellaneous trifles without end.

They filled three barrels, a box and a basket,
and when they were all packed they
were taken in a cart to the Second Precinct
Police Station, in Fourth street. The police
there looked them over, and made re-
marks indicative that they were connois-
seurs.

"Lord love ye," said one patrolman, as a
beautiful Balmora fish was unpacked:
"Look at the Friday's growler. I've heard
of blokes what drink like fish every day
in the week, but drinkin' out of a fish is a
new one on me. Well, we live to learn."

EDUCATION FOR THE POLICE.
The police learned a great deal about
ceramics from the exhibition of the Soltan
collection. The statuettes seemed to please
them most. A beautiful example of Dresden
ware in the shape of a negro in striped
trousers, playing a banjo, was much ad-
mired.

"I've seen the same at the theatre," said
one. "That one never came across the
water."

Child figures in delicately tinted French
china also came in for a share of praise.
"Dishes on our block" is what the police
dubbed them. A pretty fisherman, of
faux-fish workmanship, was named "Katie
Mahone" when she was placed upon the
sergeant's desk. "Annie Rooney" was a
shepherd lass, and a Spanish gracie of
Seville, playing a mandolin, was greeted
with "Get on to the dago with the car-
tars."

The valuable Coalport ware did not seem
to strike the critics with so much favor. It
was not bright enough in coloring. The
cups and saucers were all Coalport, and
bore the mark "England, Coalport, A. D.
1700." That started a discussion as to

glasses were recognized as glasses and
were suggestive.

Mrs. Soltan, who has now to keep house
without all this finery, is a stout, blue-
eyed woman of forty years, who earnestly
maintains her husband's innocence of all
criminal intent. She says much of the
China was given to her and to Mr. Soltan
and the children by a Mr. Clancy, who is
also employed in the Appraisers' stores.
She tells a straightforward story, which
would be more effective in her husband's
behalf if she would avoid thieves' slang.

"Cisco squealed," she says, "and all of
our trouble is due to him."
"My poor man," she said, "has been em-
ployed in the stores for nearly six years,
and the stuff they took has been accumu-
lating all that time. Different friends of
my husband who came over would give
things to him and to the children. Clancy
is now dead from consumption, so we can't
prove anything by him."

"I thought the agents were going to take
the pictures off of the walls, and they did
take a lot of things that belong to me per-
sonally. They said, though, that anything
like that I would get back afterward. If
my man had been dishonest he would have
sold the things that everybody says are so
valuable, and not kept them about here,
where they were no use."

"I didn't know they were valuable, and I
don't think some of them were so very
nice after all. I've seen the like of some
of those statuettes in the shops for 30 cents.
The furs were not enough, all told, to make
a cape for me. I know that, because I
tried it. They were just odds and ends of
fur trimming that Clancy and others gave
me to use for the children. They were such
as he might have picked up in the sweep-
ings."

Mrs. Soltan is tearful when she speaks of
the disgrace to her children. She has four—
Agnes, aged eight; Grace, aged six;
Annie, aged three, and Charles, aged five.

SOLTAN ASSERTS HIS INNOCENCE.
Soltan himself talks freely about his
case, and expresses confidence that he will
be able to clear himself when he is ex-
amined this morning.

"The china and fur were given to me,"
he said, "by people who are my friends.
Some of the pieces were given me by
Cisco and some by others, who are now
working in the stores or have worked there
in the past, and have left or been dis-
charged. I never wilfully took one thing
I do not intend to implicate my friends
and I refuse to tell who they are."

RAPS M'KINLEY HARD.

Senator Chandler Corrects a False Inter-
view and Condemns the Use of Money
to Buy Delegates.

Washington, March 22.—United States
Senator William E. Chandler in a com-
munication to the Washington Post, as-
serts that an interview, which that paper
had with him on the 10th inst., led to
much misrepresentation of its terms.

"The New York World," he writes, "pub-
lished with quotation marks words I never
used," and "nothing unkind of McKinley
personally, but called attention to certain
methods of some of his managers and pro-
tested against their adoption."

A particular point of the Senator's com-
munication is to the effect that the inter-
ests of the Republican party would be
seriously injured by demanding and re-
ceiving large contributions in any one's
favor from the representatives of protect-
ed interests. Such a movement, he con-
siders, unfair and unjust toward the other
candidates, in whose behalf, he declares,
no such large sums of money as that he
intimates was planned in Mr. McKinley's
behalf, are being raised or used, and, he
says, "Messrs. Reed, Morton, Quay, Cul-
lison, Allison, Davis and Manderson are as
devoted friends of protection as Mr. Mc-
Kinley is, and the triumph of any one
of them would be as sure a guarantee of
the enactment of judicious and effective
tariff laws as would be the victory of Mr.
McKinley. For manufacturers to con-
tribute large sums of money to be ex-
pended in nominating Mr. McKinley over
any other candidate hitherto named would
be a most unjust and uncalled for pro-
ceeding."

Concluding his letter, after further ar-
guments consistent with this view of the
case, and predicting that the Republican
party is about to be returned "to over-
whelming political power in this country,"
Senator Cullison says: "The party should
begin its new career sustained by high
principles and free from corrupt practices.
It will be a fatal mistake soon to be griev-
ously punished if we make a dishonest
start."

Senator Chandler's letter was shown to
Representative Grosvenor, who said:

"Repeating a lie does not strengthen it
or add to its vile character. All the parties
charged deny the truth, and nobody,
I think, believed the original, and none

WHERE THE ENGINE WENT WRONG.

The three "L" road tracks, with all the
switches, are shown between Fifty-ninth
street and One Hundred and Sixteenth
street. The collision occurred at One
Hundred and Twenty-fifth street, at the point
marked by a cross. The special Sixth
avenue Shoppers' Express followed the
course marked by the line of large dots.
The train was northbound. The course
taken by the "light" engine is shown
from the switch at Fifty-ninth street,
where it was uncoupled from its train,
to the point of collision, by the line of
short dashes. The line of dashes and
dots shows where the engine should
have backed on the outer uptown track
at Fifty-ninth street. Upon the outer
track the engine would have been safe.
The location of the train dispatcher's
house is marked "A," and the place
where the man stood who gave the sig-
nal is marked "B." The engine ran
two and a half miles on the wrong track
without once being warned. Stations
where there were operators in tele-
graphic communication with the train
dispatchers' office were passed by the
wild engine at Sixty-sixth, Seventy-second,
Eighty-first, Ninety-third and One
Hundred and Fourth streets.

lack of system in watching and protecting
trains.

Just how the accident came about can be
understood from an explanation of the
schedule on which regular trains are run.
The mistake was made at Fifty-ninth
street, where the train dispatcher's office
for the north part of the Ninth avenue
line is located. The territory supposed to be
governed by these dispatchers extends
north on the main line as far as Eighty-
first street. In the other direction they
direct the running of trains on Ninth ave-
nue for downtown. As the Ninth avenue
trains are not run at night, this office is
only open in the daytime.

After 10 o'clock in the morning trains
cease to run through from Harlem to South
Ferry by the way of Ninth avenue. After
that hour, through the middle of the day,
Ninth avenue trains stop at Fifty-ninth
street, and passengers are transferred to
and from the Sixth avenue Harlem trains,
which go up and down Ninth avenue, from
Fifty-ninth, north. For convenience an
extra engine is used on the Ninth avenue
line during the middle hours. This en-
gine waits at Fifty-ninth street, on the
middle track. When an uptown Ninth ave-
nue train approaches, this engine pulls out
upon the downtown outer track.

The Ninth avenue train stops at the up-
town Fifty-ninth street station. The en-
gine ahead then draws it through the first
switch to the middle track. The engine that
has hauled the cars uptown from South
Ferry is then uncoupled. The engine wait-
ing on the downtown track backs over the
switch to the middle track at the south
end of the train, and is coupled upon it.
With this engine in front, the train moves
out upon the outer track, stops at Fifty-
ninth street on the downtown side, and
then goes on to South Ferry. The en-
gine that hauled the train uptown remains
to take the next Ninth avenue train down-
town. So it goes on for several hours, in
the middle of the day, until finally the
Ninth avenue trains begin running clear
through from Harlem to South Ferry, and
from South Ferry to Harlem.

LIGHT ENGINE SENT AWAY.

When the last of the trains running back
at Fifty-ninth street has started down-
town, the extra engine left standing on the
middle track is sent "light"—that is, with-
out a train attached—to the One Hundred
and Thirty-fifth street yards for the "re-
lay."

It was the "light" engine, on its way
back to One Hundred and Thirty-fifth
street, that ran into the express, bound
downtown, at the dangerous curve at One
Hundred and Tenth street.

For six months Engineer Theodore
Schoeder, who has been in the employ of
the company for ten years, has been taking
this light engine from Fifty-ninth street
to One Hundred and Thirty-fifth street, all
the days in the week but Saturday and
Sunday. He has always taken the middle
track. Schoeder did not know, appar-
ently, that on Saturday, and Saturday only,
the middle track is not available. The
middle track is used Saturday by the
special Sixth avenue expresses, which run
downtown on that day, from about noon
until 2 o'clock. These expresses use the
middle track from One Hundred and Six-
teenth street to Eighty-first street, where



SOME OF THE PLUNDER FOUND IN SOLTAN'S HOUSE.

Secret Service men found three barrels full of rare and costly articles in
the house of the arrested elevator man of the Appraisers' Stores. Cups
worth small fortunes were scattered about as if they were of no value.
Pitchers and vases, which the richest might long possess, were setting on
tables and shelves in the poorly furnished rooms. Valuable, almost price-
less, Coalport china was in the lot found in Soltan's house. The elevator
man's wife declares her husband is innocent.

The furs, as Mrs. Soltan says, are not
of any great value, but much of the china
has disappeared from the stores within
the past two weeks, and some single pieces
are valued at as much as \$50.

When arrested Soltan had in his pocket
a gold-lined chocolate cup of Coalport-
ware, bearing the pottery mark and also
the local dealer's trademark. It was a
particularly beautiful piece, and was in
itself worth at least \$25. In his pockets
was also found a brass padlock, with the
initials "U. S." It is the sort of lock used
on the sugar boxes in the Appraisers'
stores.

Cisco was employed as an opener and
packer and it was his duty to get the goods
in shape for inspection and afterward get
them again in condition to forward to the
consignees.

The Appraisers' stores are still under sur-
veillance and it is believed that more ar-
rests will shortly be made. Secret Service
Detectives McDonald and Bunn are follow-
ing up the clues they are known to pos-
sess, and will stop work this morning only
long enough to appear against Soltan in
Long Island City. Detective McDonald
was not at home all night and telegraphed
his wife that he was working on the case.
Examiners Beullien and Ward who saw the
goods seized in Soltan's house, say that
they are worth many thousands dollars, but
they are unwilling to make a specific esti-
mate of their value.

Pett larceny in the Appraisers' stores is
by no means a new thing, but it is only
recently that thefts have been perpetrated
to an extent to thoroughly awaken the au-
thorities to the importance of breaking it
up. This the Treasury Department is re-
solved to do, and its officials now believe
that the agents are on the right road to
accomplish that end.

GLADSTONE FIERCELY SCORED.

Waterbury Divine Scathingly Deounces
the "Grand Old Man."

Waterbury, Conn., March 22.—Rev. Wil-
liam J. Slocum, pastor of the Roman Cath-
olic Church of the Immaculate Conception,
in his sermon to-day scathingly denounced
Hon. William E. Gladstone.

He alleged that Gladstone had hood-
winked the Irish people, and that his at-
titude toward home rule had been dictated
by expediency, and not by principle.

He referred to Gladstone as the arch-
hypocrite of the age.



How much
business can
a man do
whose system is
in a state of disorder?
Headache is only a
symptom. It is not a
disease. The pain in
the head is the sign of
rebellion. There have been over-
work and sleepless nights. The machinery
of the whole system is demoralized. A
business man feels that he cannot afford to
be ill enough to quit work. He drags along
day after day, makes bad deals, says the
wrong thing, and health and business col-
lapse together. There's no need of either
disaster. Dr. Pierce's Pleasant Pellets are a
gentle, effective renovator of both stom-
ach and bowels. They assist nature with-
out threatening to tear the body piece-meal.
There are no gripping pains, no nausea.
One is a barely perceptible laxative. Two
give more noticeable results, and they may
be continued until the system is thoroughly
renovated, strengthened, and put into har-
mony with nature. One need not fear a
"habit" of taking the "Pleasant Pellets."
As soon as health is restored they may be
discarded without a return of illness be-
cause of their absence. Therefore, you
don't become a slave to their use.

A GREAT BOOK FREE.
When Dr. R. V. Pierce, of Buffalo, N. Y., pub-
lished the first edition of his work, The People's
Common Sense Medical Adviser, he announced
that after 50,000 copies had been sold at the regu-
lar price, \$1.00 per copy, the profit on which
would repay him for the great amount of labor
and money expended in producing it, he would
distribute the next half million free. As this
number of copies has already been sold, he is
now distributing absolutely free, 500,000 copies
of this most complete, interesting and valuable
common sense medical work ever published—
the recipient only being required to mail in
at the above address, twenty-one (21) cents in one-
cent stamps to cover cost of mailing only and the
book will be sent post-paid. It is written in
easy, plain, and more than 300 illustrations.
The Free Edition is precisely the same as those
sold at 50 cents except only that the books are bound
in strong manila paper covers instead of cloth.
Send now before all are given away.

*** COURSE OF THE EXPRESS ***
--- PROPER COURSE OF ENGINE ---
----- COURSE TAKEN BY ENGINE -----

